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No. 20

BUFFALO ALMOST A BICYCLE SHOW

Bicycles and Motorcycles Constitute Unexpectedly Large Feature—One New Motorcycle Makes Its Debut.

What fairly may be classed as the nearest approach to a "bicycle show" that has been seen for several years, is being held this week in Buffalo, as part of—a considerable part of—the Power Boat and Sportsmen's Show which is occupying Convention Hall. There is a truly brave display of motorcycles and bicycles, though they are scattered in different sections of the building.

Each exhibit "stands out," and each attracts its due share of attention, and the attention is surprisingly gratifying, too; for, instead of people passing by a bicycle exhibit with but a cursory glance, they now stop, investigate, and, in many cases, genuine interest is apparent. So well pleased was one large maker that he intimated that in the future he would feel more inclined to spend the bulk of his advertising appropriation in this manner rather than the general publicity fund.

Of the exhibits themselves two motorcycle displays occupy the posts of honor at the very entrance. To the right the Thor is resplendent in the booth of the Glouster Cycle Co., while on the left the irrepressible Indian and the N. S. U. are paired, a glass sign of the familiar grinning Indian trademark backed by an electric light leaving no doubt as to "who's here."

Side by side with the Thor is the offering of the Auto-Bi Co., which being a local product, naturally attracts its full need of attention.

The show, too, has brought to light a brand new machine, the Kiefer—a local product fairly bristling with original features. The motor is set at a forward angle. The machine is belt driven

662

and in place of a coaster brake it has a band brake operated by the foot. There are no pedals, simply rubber covered foot rests, the frame is double tubed, with the saddle mounted directly over the rear hub, resting on the top of a triangular truss. The handle bars are of truly enormous length. The gasolene and oil tanks are separate and the batteries are encased in an envelope-like casing. The price is \$250, and as the output is extremely limited it probably all will be absorbed locally.

Down the main aisle near the very center of the building W. G. Shack is watchfully presiding over a bewildering array of Emblem bicycles, totaling 22 in number, and ranging from a pair of miniature Juveniles, 14-inch frames, and including wheels of all makes and kinds, including the nifty Emblem racer. Incidentally, several of the high priced wheels are shown with steel rims, polished, and adding a decided touch of attractiveness.

Along a little further the Poppenberg display of Yale and Iver Johnson bicycles, besides a number of special brands, are set forth in a very riot of color and decoration. Juvenile bicycles mounted by Teddy bears in scorching position, white sweaters, to-boggan caps and blue ribbons; White bicycles with the white dove of peace perched on the saddle and holding within its bill a bunch of white streamers extending to the handle bars; red pennants flying from other bicycles, and, in the center of the display, of course, several Yale-California motor bicycles.

The F. F. Rick Co. are close at hand with a showing of R-S and Royal motor bicycles, including the two-cylinder R-S, which attracts an unusual amount of attention The exhibit is ingeniously displayed in such a way to reveal the "points" of the machine to the best possible advantage.

Across the main aisle and a little further down, is the exhibit of Pierce cycles, by the Pierce Cycle Co. This booth is effective in its very simplicity, but a number of people have been disappointed at failing to find the Pierce motorcycle which it is openly hinted is soon to make its appearance.

These comprise the list of bicycle exhibitors, but by no means absorb all the bicycle atmosphere of the show, for the local jobbers are making a showing and offer a complete display of all sorts of bicycle and motorcycle accessories. Of these, the Kelsey Co.'s exhibit, and that of the Iroquois Rubber Mfg. Co. are probably the most comprehensive.

The show itself is not short of beautiful, the decorative and lighting scheme being singularly effective. White columns, topped with a double circle of electric lights; white and gold signs; white and gold streamers predominate. From the ceiling great clusters of variegated lights give the appearance of bombs bursting in air, and the colors being just about far enough away to transfuse a softened, chastened light, serve to sooth and pleases the eye without giving offense.



10.—Albert H. Peters (Torpedo) perfect score. H. J. Kiefler (Kiefler).

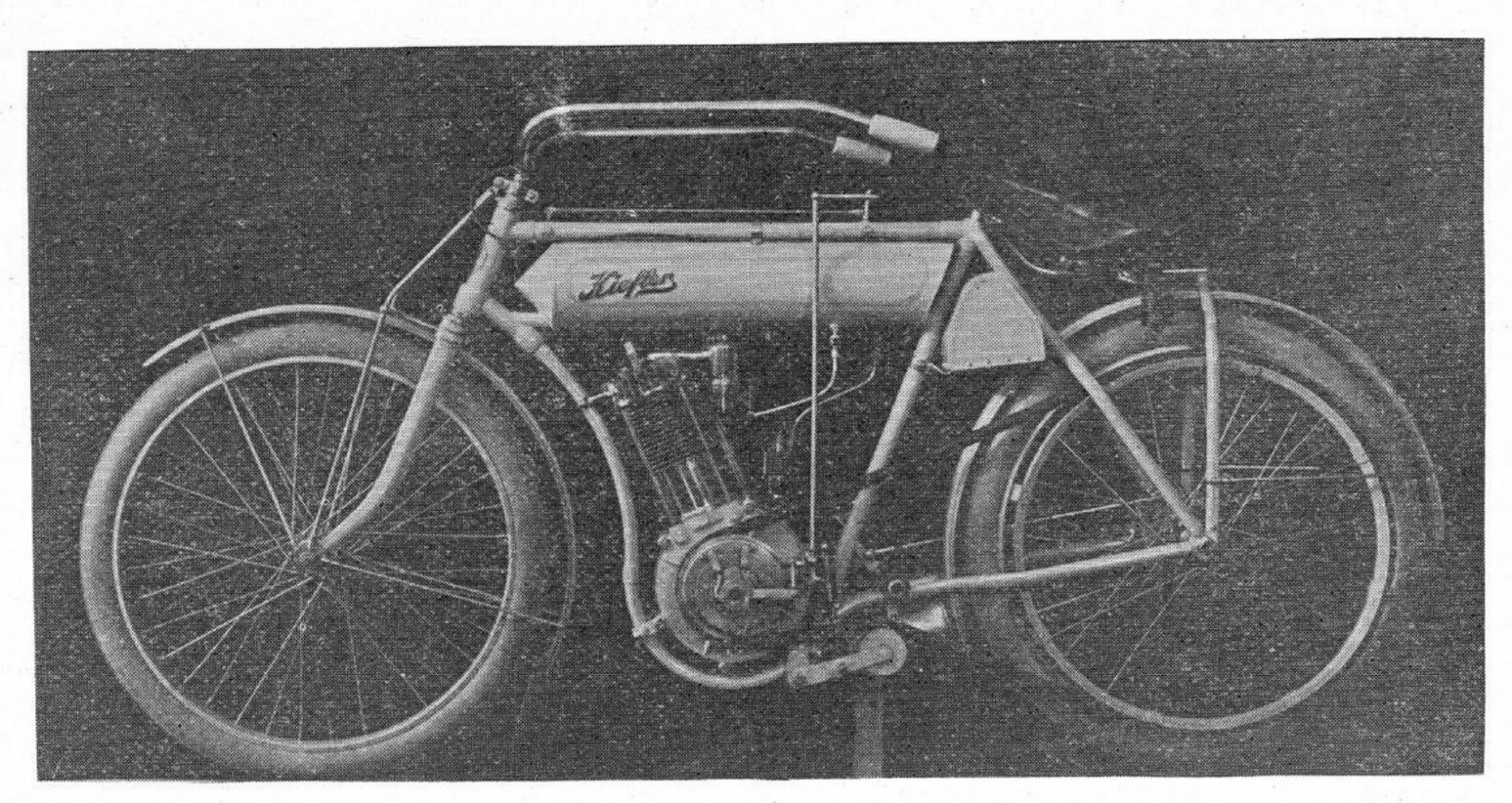
93

The "Kiefler" Motorcycle

The Kiefler mortocycle which is built by the Kiefler Motor Works, 184-6 Broadway, Buffalo, N. Y., is made only in single cylinder type.

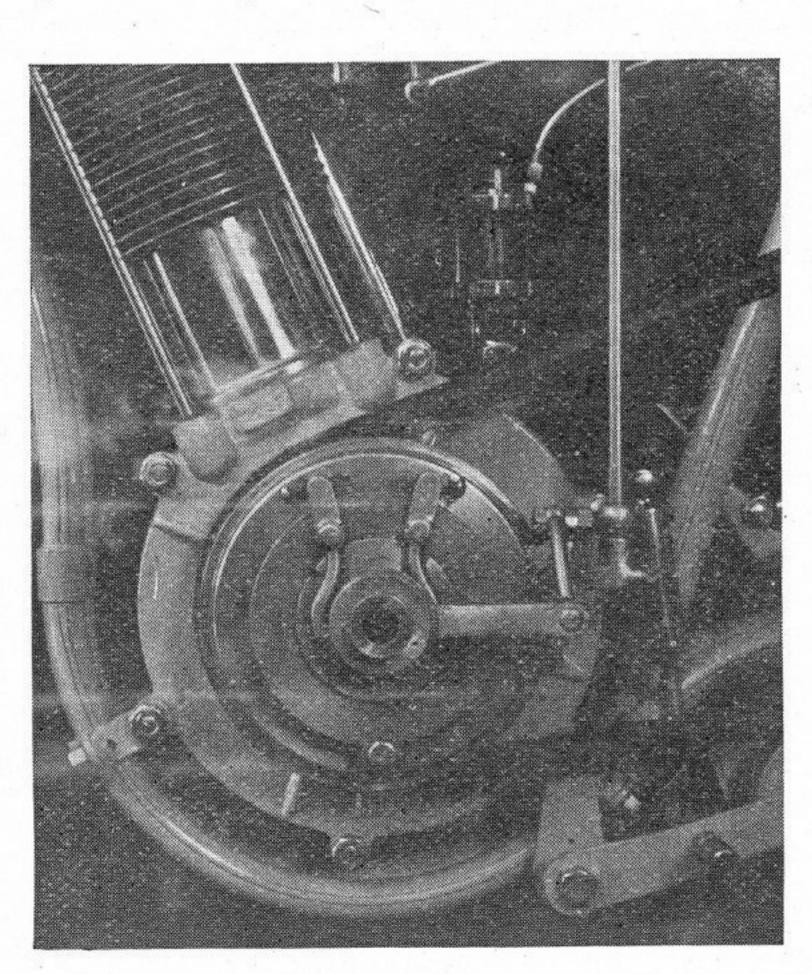
The motor is rated at 5 H. P. and is of the slow speed type. The cooling flanges are cut from the solid, making it possible to secure very thin and deep flanges. The intake valve is automatic and is mounted directly over the exhaust valve. All shafts loop type. Ignition is by two standard dry cells. The batteries and coil are incased in a metal case mounted in rear of seat post mast.

Drive is by chain belt. The tension is regulated by automatic idler, with pin on same to slacken tension on steep hills or on rough roads. Spark and throttle control is by friction levers. The ignition can be cut out from left grip and motor



The "Kiefler" 5 H. P. Single Cylinder Motorcycle; two speed gear; drive by chain belt; wheel base 53 inches; 28-inch wheels; tires 2½ inches; 1½ gal. gasoline tank and 3 pt. oil; frame is of double loop type; price with direct drive \$225 and with two-speed gear \$260.

in the motor are 1 inch in diameter. The driving pulley is dished so as to bring driving belt directly over the center of the shaft bearing doing away with side friction. Lubrication is automatic through sight feed cup. The frame is of the double



Detailed view of the Kiefler Motorcycle motor; showing two-speed gear.

compression used for slackening speed. The rear hub is plain with steel brake disc on which is mounted contracting brake band 4¾ in. dia., 1 in. wide, lined with bronze giving metal to metal friction surfaces. This brake is operated by foot lever, which is mounted on a tubular foot rest across lower front stays, as there are no pedals. The saddle is mounted on an auxiliary rear stay which gives low riding position.

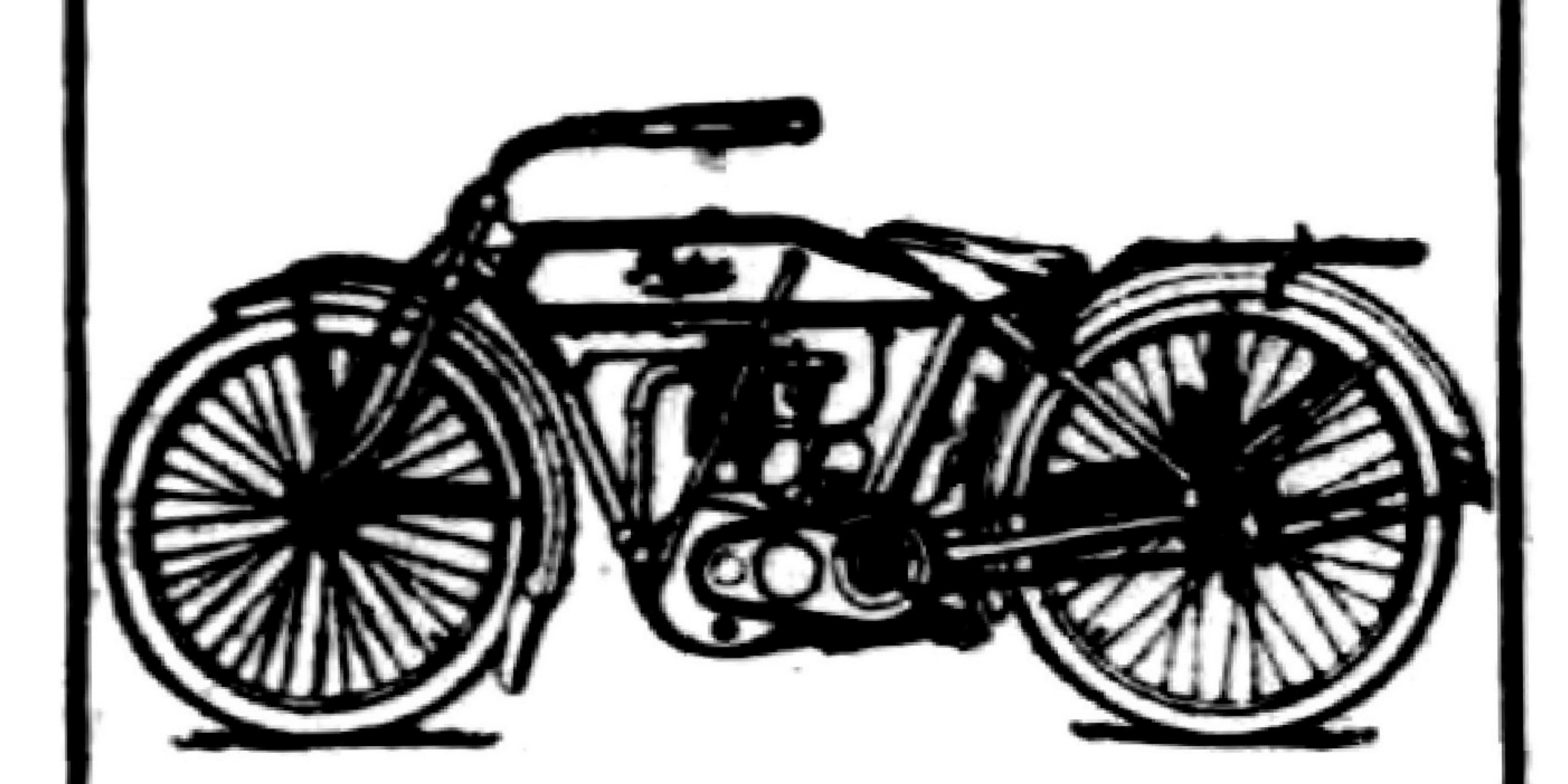
Gasoline and oil are carried in a double compartment torpedo tank which is mounted between the truss tubes. The tank holds 1½ gallons gasoline and 3 pints oil. The wheel base is 53 ins., $28x2\frac{1}{2}$ in. tires are fitted. The two speed gear gives a ratio of 4 to 1 on high speed and 9 to 1 on low. The low speed revolves on 76 1/4 in. balls, while on high speed the whole attachment revolves as one piece; when lever is put in nutral engine is free. Motor can be started with crank. Both clutches on gear are of the circular contracting band type, which does away with side thrust on bearings. The low speed is adjustable with a cone like a hub. All wearing parts are hardened and ground. The clutch is operated by a lever on top of the gasoline tank.

This machine lists at \$225 with direct drive and at \$260 with two-speed gear.

RIWFATH COURIER SUNDAY. JULY 13, 1913.

Motorcycle

Baigains



Twin Indian \$50
Single Kiefler . . . \$40
Twin Indian \$85
1812 Pierce, Like
New \$145
1913 Harley David-

son \$145 1913 Ther, New \$185 1912 Iver Johnson \$135

POPPENBERG'S

674-676 Kain Street

BUFFALO EVENING NEWS: MONDAY, SEPTEMBER 13, 1915.

automobile Constitute.

A UTOMOBILE repairing and general machine work. Kiefler Motor Works, 401 Sycamore st. 13th

THE MOTORCYCLE INDUSTRY IN NEW YORK STATE

Second Edition

A Concise Encyclopedia of Inventors, Builders, and Manufacturers

GEOFFREY N. STEIN

Revised and with a Foreword by BRAD L. UTTER



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Kiefler Motor Works

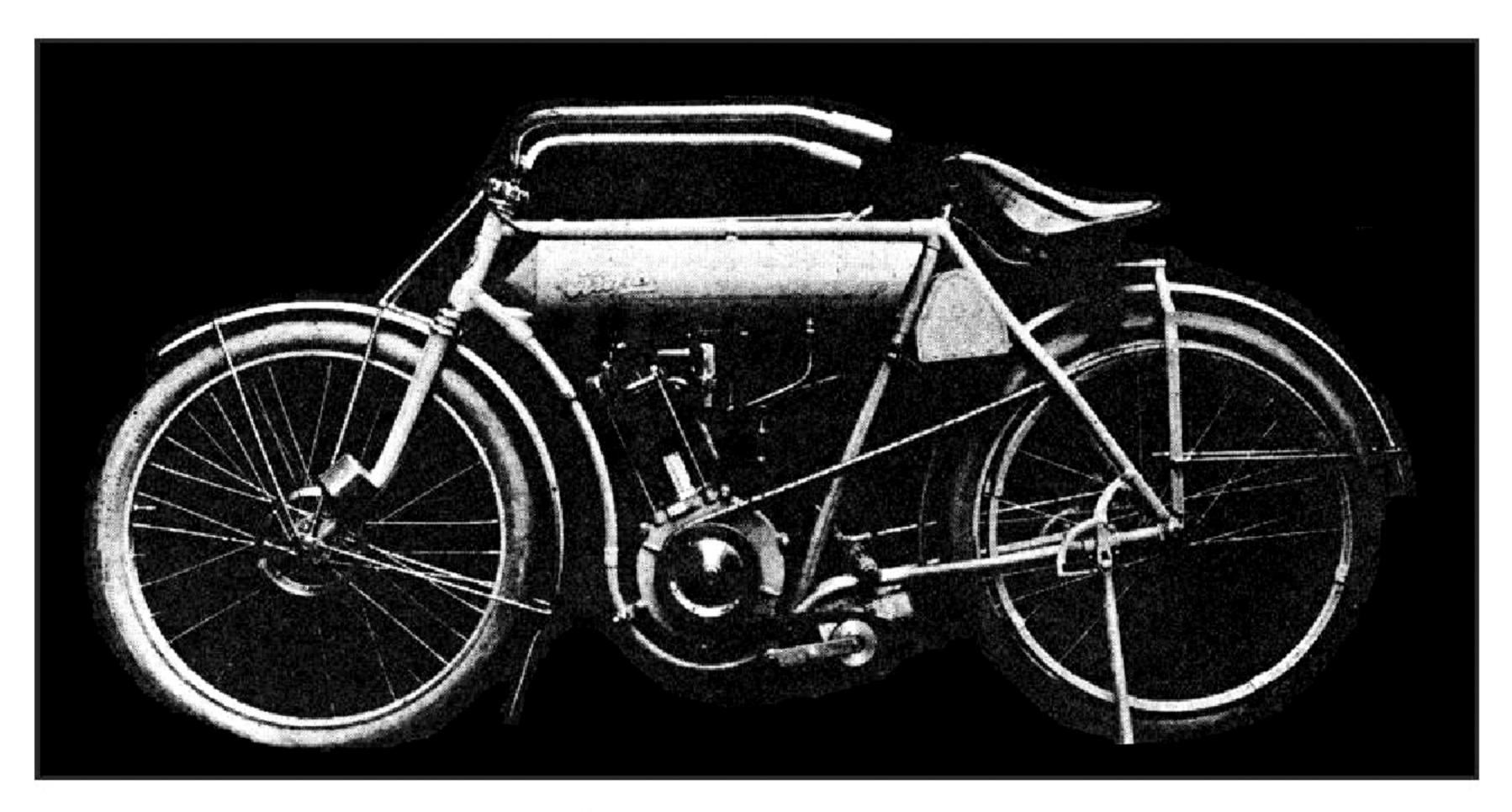
Buffalo

late 1907 or early 1908-1912 or later Trade Name: Kiefler

The Bicycling World and Motorcycle Review in early February 1908 described the "Kiefer" motorcycle, "a local product fairly bristling with original features," which appeared at the Power Boat and Sportsmen's Show in Buffalo. The journal noted the engine set "at a forward angle," belt drive, band brake instead of a coaster, rubber-covered footrests, and no pedals. The saddle was mounted "directly over the rear hub resting on the top of a triangular truss." The handlebars were of "truly enormous length." The gasoline and oil tanks were separate, and the batteries "encased in an envelope-like casing." The price was \$250. The article concluded that with "output . . . extremely limited it probably all will be absorbed locally."

The principals of the Kiefler motorcycle enterprise were the machinists Charles J. Kiefler and Henry J. Kiefler. The two brothers' motorcycle company was the Kiefler Motor Works, located no later than the first half of 1909 at 184 Broadway; Charles was the proprietor, and Henry was the manager. It's likely that the Kiefler business was small enough that both men were involved in a variety of administrative and production operations. The number of additional employees, if any, is unknown here.

In May 1909, the *Bicycling World* said the Kiefler motorcycle exhibited "several departures from general practice, its method of automatic lubrication being particularly notable." This lubrication system utilized engine vacuum to draw oil from a reservoir into the engine crankcase. Other noteworthy characteristics of the Kiefler were the 5-horsepower engine rating ("the most powerful of that [single-cylinder] pattern on the market"), created by a slow-turning, long-stroke design "mounted with a considerable forward inclination in a double bar loop frame."



The 5-horsepower Kiefler had the "most powerful . . . [sin-gle-cylinder engine] on the market," according to the *Bicy-cling World and Motorcycle Review*, May 29, 1909.

An automatic idler for the "chain belt" could be overridden with a pedal to provide slip for "steep hills or heavy roads." Spark and throttle levers were mounted on the top tube, with the left grip serving as an ignition cutout. A pedal operated the 4.75-inch contracting band brake with "metal to metal friction surfaces." A Mesinger saddle was mounted, as in the previous year, over the rear wheel. Two gallons of gasoline and two quarts of oil were carried in the double tanks housed in the torpedo-shaped container between the top tubes. The wheelbase was 53 inches. The 28-inch wheels were fitted with 2.5-inch tires.

In the summer of 1909, Henry Kiefler took part in a Federation of American Motorcyclists endurance contest between Cleveland, Ohio, and Indianapolis, Indiana. His score of 936 points earned him a silver medal in the class for trade riders of single-cylinder machines. Kiefler's endurance-run machine was later described as a "1909½" model, "a simplification of last season's machine." The engine, with dimensions of 3.75 by 4 inches, was "the largest single cylinder in the country." At the end of the year, *Motorcycle Illustrated* said the Kiefler engine developed "fully five horsepower."

The idler for the chain belt was released by a lever. The "Kiefer [sic] folks" manufactured their own "mixing valve" instead of using "the usual type of carburetor." Lubrication and valves were "automatic." The gasoline tank supposedly held two quarts, and the oil tank three pints. Two batteries took care of the ignition. The frame remained "double," and the handlebars "extra long." A Mesinger saddle was fitted. The price was \$220. On the run, the Kiefler reportedly gathered "quite a little attention from the riders." Kiefler manufacture was described as done in "a small way" by the Kiefler Motor Works, still at 184 Broadway.

In November 1909, the *Cycle and Automobile Trade Journal* devoted a page to the Kiefler, including two photos of what was probably the 1910 model. In form, this Kiefler was much like its predecessors. The 5-horsepower engine remained the only power plant available, but buyers were offered the option of a two-speed gear (4:1 and 9:1 ratios), apparently a planetary type fitted on the end of the crankshaft controlled by a lever on the left side of the gasoline tank. The monthly reported that the "motor can be started with crank. Both clutches on gear are of the circular contracting band type, which does away with side thrust on bearings. The low speed is adjustable with a cone like a hub. All wearing parts are hardened and ground."

The *Journal* noted that engine-cooling flanges were "cut from the solid, making it possible to secure very thin and deep flanges." The intake valve remained automatic, mounted over the exhaust valve. The "automatic idler" adjusted the chain belt. Spark and throttle were controlled by "friction levers," and the ignition cutout still was fitted to the left grip. A foot-lever-controlled band brake was fitted to the rear wheel. The saddle remained mounted low over the rear wheel "on an auxiliary stay." Prices were \$225 for the direct-drive, single-speed model and \$260 for the two-speed.

A specification chart for the gray-and-red 1910 Kiefler noted that the cylinder dimensions were 3.75 by 4 and horsepower still rated at 5. The motorcycle was little changed from the previous year's offering. In fact, the Kiefler machine remained remarkably unaltered throughout its production run. In January 1911, Motorcycle Illustrated noted that the Kiefler motorcycle, presumably the 1911 model, was fitted with a one-cylinder engine and a two-speed planetary transmission. It listed at \$275.

In 1912, the Kiefler company moved to 401 Sycamore Street. Production of motorcycles probably continued, as evidenced in part by a city directory listing of "motor cycles" as the business for the Kiefler Motor Works. Further evidence is a report in *Motorcycling* in April 1912 that the "Kiefler Motor Works are building a 10 h.p. twin for a would-be record buster."

By 1913 the situation at the Kiefler Motor Works had changed. Charles had departed the firm, and the directory no longer listed motorcycles as the company's business. A year later, "auto repair" was shown as Henry Kiefler's activity at the works. While the Thomas Register of American Manufacturers for 1914, which appeared in the fall of that year, still listed the Kiefler Motor Works at 401 Sycamore Street among makers of motorcycles, the next year Kiefler's name was absent from the *Thomas* annual.